land should at once place before the public an exact statement of what they *could* do, contrasted with what the Ordnance has done. It is not from raw cadets and enlisted tailors, weavers, shoemakers, and overgrown bugle boys, that a great national survey can be expected: the experiment has been going on since the first trigonometrical survey in 1813, and has been proved a failure.

There is another great evil resulting from the Ordnance survey of Ireland, to which I would draw the attention of the profession in Scotland,—namely, the enlarging of the maps for the purpose of making maps of estates, farms, &c. This system was commenced by some enterprising bookseller, who had only to furnish his bag-man with some maps and a few set phrases concerning them: these he carried about with him, and where he failed in getting an order for books he generally contrived to get an order for a map, at prices varying from 4d. to 2d. per acre. A clerk, who had been employed in the map-office in the Phœnix-park, next took up the trade of enlarging, and seemed to thrive on it, especially when the incumbered estates came to be mapped: he now writes himself down C.E., although he knows nothing whatever of civil engineering or land surveying, and if he got the Crown of England for his trouble he could not survey a rectangular potato-garden. The Profession has come to a pretty pass when such men are allowed to continue such practices. How can any man judge of an estate bought and sold by such a valuation, and computed by such maps, for their computations are all from paper? Still such is the course pursued by the map enlargers (I beg their pardons, C.E.'s I should say) of Dublin. If some of the noble lords whose estates have been recently sold under such valuations were to take the pains to make proper inquiries, I think they would find that the valuator knew more about pasting Ordnance sheets on calico than valuing land. JOHN S. SLOANE.

AMERICAN MORSELS.

Bell Tower, New York.—A new iron bell tower, to be 100 feet high, is now being erected in 32nd-street, near the North River. The bell for this tower will weigh 20,000 pounds, being about double the weight of any other bell now in use in the State. The foundation is laid 14 feet below the surface of the ground, and is supported and braced with iron shafts sunk in solid rock. Messrs. Henry N. Hooper and Co., of New York, have contracted to cast this bell.

Brooklyn: the City Hall.—This structure, which was commenced in February, 1846, and finished in May, 1849, is located in the most central part of the city. It is three stories in height, and is throughout of the Grecian Ionic order of architecture—the regularity and general effect of which, however, is marred by the windows of the upper floor. It is 182 feet frontage, 105 feet deep, and 57 feet high to the plate. A dome, raised over the front centre, is surmounted by a sculptured figure of the Goddess of Justice, to the top of which, from the ground, is 133 feet—the whole, including the entire outer walls, being formed of brilliantly white marble from the Westchester quarry. From the portico in front, which is supported by six handsome Ionic columns, a fine flight of steps (also of marble) descends to the City Hall Park. The hall itself is thoroughly fire-proof, the partition walls being entirely constructed of brick, and iron beams supporting the floor, with brick arches between them, which form the floor. These arches are laid over with narrow Georgia pine planks. The cost of the erection was about 150,000 dollars, and the ground about 50,000 dollars. In the belfry is a very fine bell containing 7,678 lbs. weight of metal, and so arranged as to serve to sound the hour, as well as to give the fire alarm. For this purpose a hammer, 68 lbs. weight, is fixed so as to strike the bell on the inside, producing a very loud, sonorous tone, and worked by a sort of lever in the "look-out" above; while the hammer in connection with the clock is much smaller, and strikes the bell on the outside, thereby causing a much lighter and totally different sound. Above the bell is the clock, the works of which are composed entirely of brass. It was manufactured by Mr. Rogers, of New York, at a cost of 1,000 dollars. The building was designed and erected by Mr. Gamaliel King, architect.

Modern Mediævalism.—A tale, in rhyme, in a recent number of *Graham's Magazine*, gives the following pathetic account of a modern mediæval mansion in America, which is not without its instruction:—

"My worthy friend, A. Gordon Knott,
From business snug withdrawn,
Was much contented with a lot
Which would contain a Tudor cot
'Twixt twelve feet square of garden-plot,
And twelve feet more of lawn.

He had laid his business on the shelf,
To give his taste expansion;
And since no man, retired with pelf,
The building mania can shun,
Knott, being middle-aged himself,
Resolved to build (unhappy elf!)
A mediæval mansion.

He called an architect in counsel:
'I want,' said he, 'a—you know what,
(You are a builder, I am Knott,)
A thing complete from chimney-pot
Down to the very grounsel.
Here's a half-acre of good land,
Just have it nicely mapped and planned,
And make your workmen drive on:
Meadow there is, and upland too,
And I should like a water-view,—
D' you think you could contrive one?
(Perhaps the pump and trough would do,
If painted a judicious blue?)
The woodland I've attended to:
(He meant three pines stuck up askew,
Two dead ones and a live one.)
'A pocket-ful of rocks 't would take
To build a house of free-stone.
But then it is not hard to make
What now-a-days is *the* stone:
The cunning painter in a trice
Your house's outside petrifies,
And people think it very gneiss
Without inquiring deeper:
My money never shall be thrown
Away on such a deal of stone,
When stone of deal is cheaper.'

And so the greenest of antiques
Was reared for Knott to dwell in.
The architect worked hard for weeks
In venting all his private peaks
Upon the roof, whose crop of leaks
Had satisfied Pteellen.
Whatever any body had
Out of the common, good or bad,
Knott had it all worked well in;—
A donjon-keep, where clothes might dry,—
A porter's lodge that was a sty,—
A campanile slim and high,
Too small to hang a bell in;
All up and down and here and there,
With Lord-knows-whats of round and square
Stuck on at random every where.
It was a house to make one stare,—
All corners and all gables;
Like dogs let loose upon a bear,
Ten emulous styles, *staboyed* with care,
The whole among them seemed to tear,
And all the oddities to spare
Were set upon the stables.

Knott was delighted with a pile
Approved by fashion's leaders;
(Only"—

And we need scarcely describe how soon it went to pieces.

Value of Ground in New York.—More than 80 dollars a square foot have just been paid for a lot, 50 feet by 52, on the corner of Wall-street and Pearl, in New York, by the Seamen's Savings Bank. The entire cost of the lot is 80,000 dollars. This, together with the building to be erected upon it, and the value of the present bank adjoining, will amount to about 140,000 dollars.

Boundaries of the States.—Mr. Darby, a statistician of Washington, has addressed a letter to the *New York Express*, upon the boundaries of the United States. In 1793 the entire length of the boundary lines was 5,500 miles, and the area enclosed was one million of square miles. In 1851 the length of the boundary lines is 9,450 miles, or allowing for the curves and inlets of the maritime frontier, 11,000 miles, and the enclosed area is three millions of square miles.

Iron-fronted Houses.—The *Scientific American* states that Mr. L. A. Gough, of Harlem, has invented and is now applying ornamental cast-iron plates put on the front of a house, like veneering on cabinet work. The castings are made in the plates and put on by a permanent elastic cement, which allows for the expansion and contraction of the metal.

The Railway Jubilee is to take place in Boston, during the first week of September, in honour of the consummation of railroad communication between Boston and Canada: it is expected to be one of the grandest demonstrations that has ever taken place there. The committee of the city council have the matter in hand, and have been most assiduous for some weeks past. The festival will last three days.

VIEW OF THE OPENING OF THE GREAT EXHIBITION, BY MR. SELOUS.

THE large picture which Mr. Henry Selous is painting, commemorative of the opening of the Great Exhibition in May, by the Queen, promises to be a very successful and important production. Her Majesty, on the dais, occupies the centre of the picture, and in the foreground stand the royal commissioners, executive committee, and officers, on the left, and the foreign commissioners on the right of the spectator. The majority of the portraits finished are unmistakeable: we may especially mention Lord John Russell, Lord Granville, Lord Carlisle, Mr. W. Cubitt, Mr. Dilke, Mr. Fuller, and Mr. Owen Jones. The Junk Chinaman, who has succeeded in mystifying the two most acuté nations in the world, occupies a very prominent position on the right. Mr. Selous should put some one more worthy before him (there are several who ought to come in), or, better still, paint him out altogether.

It is proposed to form a collection of those articles in the Exhibition which are calculated to be of use for future consultation. The building in which this is deposited will be a very proper place for Mr. Selous's picture, for which purpose we trust it will be obtained. Of course it will be engraved.

STEAM CARRIAGES ON COMMON ROADS.

BEFORE a railway locomotive ever ran, we happened to have the opportunity of riding on a steam carriage made for common roads. At that time all the chance was in favour of the latter, and as for the former they were looked on as such doubtful subjects that it was boldly maintained by many that they would not run at all, and that the wheels would merely go round on the rail without carrying forward the machine. Now, it is common road steam carriages that are looked on as not very hopeful subjects. Yet had not the locomotive of the rail gone a-head, and in doing so "stopped the way" of the steam carriage, it is hard to say what might have been the result. There might have been, by this time, no such thing in existence either as a dog-cart or a donkey, an omnibus or a cab. At least we might have now perhaps been riding in our own proper steam gig on "her Majesty's highway," open to all, in place of running in grooves, which can no longer lay efficient claim to that ancient British title. Turnpikes, however, are looking up. The fifty-six passenger omnibus, be it remembered, has dared to compete with even the iron horse and his winding *rattle*-snake train. But, more than that, the cause of the common road steam carriage is not even yet deemed desperate, as the following intimation by the *Bristol Mercury* will show:—

"Messrs. Clark and Mosley, of Bristol, have just patented a new steam locomotive, for the conveyance of passengers and goods on common roads. The entire machine is intended to consist of an engine of from six to ten horse power, to which is attached an omnibus or long-bodied carriage, capable of accommodating forty persons and a certain quantity of luggage. With this load the patentees assert the capability of their invention to attain an average speed of ten miles per hour on ordinary roads, and the power of ascending inclines of one in six or eight. A speed of sixteen miles an hour might be checked, and the engine brought to a stand-

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